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SECURITY INFORMATION

25X1A

CD NO.

LATE OISTR. 27 December 1991

NO. OF PAGES 2

NO. OF ENCLS.
LISTED BELOW

SUPPLEMENT TO
REPORT NO.

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1. According to a teletype sent by the Berlin regional railroad headquarters to railroad subdistrict offices 1 through 7 on 2 September 1951, all railroad cars used for the shipment of lime, so-called K-cars, were to be checked immediately to determine whether they had iron floor plates and were suitable for transit operations. Railroad cars which met these requirements were to be reported without delay to 25143. The correctness of the report was to be checked on the spot by special control teams. *

2. The following teletype was sent by the Berlin regional railroad headquarters to railroad subdistrict offices No 1, 2, 6 and 7, on 4 September 1951:

"Subject: Checking of Transit Worthiness: Until changed. The target for the transfer of empty gondola cars has not been fulfilled because of belated arrival in Frankfurt/Oder of trains of empty gondola cars, and therefore the checking of gondola cars with regard to their transit worthiness must be intensified and one train of empty gondola cars will have to be dispatched both from Berlin-Schoeneweide and Rummelsburg by 12 p.m. Pankow will send all gondola cars fit for service to Rummelsburg. Frankfurt will also assemble a train of empty gondola cars from local stocks on hand. A reserve train is to be assembled in Frankfurt/Oder ready for transfer by 12 p.m.

RBD Berlin 33 G 16 VW Mehmann" **

3. According to a teletype sent by the Berlin regional railroad headquarters to all railroad stations and subordinate agencies in its district on 5 September 1951, all foreign cars were to be returned empty to their home countries as speedily as possible. The cars concerned were to be returned in whole trains or groups if this was possible without causing delays. Exceptions were to be granted only by the railroad car distribution point through the regional railroad headquarters. It was further stated in the teletype that German freight cars suitable for transit operations were to be used for export shipments. The checking of railroad cars with regard to their transit worthiness was to be intensified. ***

25X1A * [REDACTED] The utilization of these K-cars, 15-ton cars provided with hinged iron lids is not known. It is believed that these cars will be assembled in trains and used for transit operations. No information has been received whether this order has been given also in other railroad districts and what is to be shipped in these cars.

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[illegible]

Document No.

No Change in Class. ☐

☐ Defers to:

Auth: **HR 72-2**
Date: **30 AUG 1978**

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CENTRAL INTELLIGENCE AGENCY

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25X1A** [REDACTED] It is believed that this order is connected with the program of sending empty gondola cars to the east which has been in operation since late June 1951.

25X1A** [REDACTED] The purpose of this order is not clear. It violates standing international regulations.

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